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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

2-02-A-0404

COUNTRY: Rumania

DATE DISTR. 17 May 1948

SUBJECT: Concordia Mills
25X1A

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SUPPLEMENT TO
REPORT NO.

- 741.3 60M
1. The Concordia Mills produce oil pumps, water pumps, steel tanks for petroleum and various machines used in drilling for oil. They repair oil tanks and railroad cars.
 2. The Concordia Mills are located 150 to 200 meters south of the railroad station in Ploesti. They cover an area of about 1,000,000 square meters and are surrounded by a concrete wall two meters high. Between 3000 and 3500 Rumanian workers are employed here. About 1000 are engineers or assistant engineers. About 60 civilians from Ploesti are used as guards for the installations. A Russian major and captain, both in civilian dress, act as supervisory engineers for sections of the refineries. They are armed, and use a young Rumanian woman as interpreter and secretary. These men arrived with the Russian Army's entrance into Rumania and have not been replaced.
 3. In sections of the mills numbered 5, 6, 8, 11, 13, 14, 16, 24 and 27 the employees work in three shifts. The first shift works a nine-hour shift from 0600 to 1500 hours. The second shift works for seven hours from 1500 to 2200 hours. The third shift works for eight hours from 2200 to 0600 hours. In other sections of the plant the employees work eight hours a day, from 0800 to 1200 hours and from 1300 to 1700 hours, with an hour off for lunch and recreation, except on Saturday when they work from 0800 to 1200 hours only but with pay for a full eight-hour day.
 4. Each worker has a pay card on which is written his name, the kind of work he is doing, and his serial number. The color of these cards change every month. The usual colors are yellow, white and blue; Communists receive red cards. Wages are paid on the 8th of each month and "the advance" paid on the 22nd of the month. Each employee also has a bread card similar, except for color, to his pay card.
 5. The director of the factory since 1943 has been a Rumanian named Neamtu. Assistant directors since before the war are Mareu and Dodiu. Popovici is director of the factory's school for mechanics. Nicholas Rata, a Communist, is director of personnel for the factory; his private secretary is Neagu. Eugen, Churulina, and Chicanu are Communists and are "responsibles" of the factory; they have offices in building No. 18. Anni Kuriol, Elisaveta,

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Covaci, Costica and Nicolescu are Communists and managers of section No. 7 in the factory. Teodorescu is a Communist and director of section No. 6 of the factory. Rata has about 40 Communist assistants in all; they form his staff. In the rest of the factory one or two Communists are assigned as directors in each section; they supervise the work and the distribution of the food.

6. The following is an explanation of the attached sketch.

No. 1 - South Railroad Station of Floesti.

No. 2 - Principal entrance of the factory. Two gates, one for automobiles and the other for pedestrians.

No. 3 - Rear entrance.

No. 4 - Entrance of the railroad siding.

No. 5 - (Turnatorie de Fonta - No. M 2) is a foundry. There are various molds, large and small, of square shape. Within these are molded screws for the railroads and steel vehicles, steam engines, and oil tanks. About 100 to 200 men are employed here.

No. 6 - (Fierarie Mare) is a large iron works. About 210 men are employed. They manufacture oil drilling rigs which are driven by electricity and are of different sizes. They also make automobile axles and knives for lathes.

No. 7 - (Atelier Presse). There are seven presses, of which four are large and three are small. The dimensions of the large ^{press} at the base are 1.5 x 2. meters. These presses are of German manufacture and were brought from Germany in 1945. Here the screws from No. 5 building pass through the presses. The 105 employees of this division can machine up to 300 screws of various sizes daily. The output of screws daily varied from 25 to 300 screws according to current orders. No. 6 and No. 7 consist of one building which is called M 4.

No. 8 - Steel foundry. There are various forms into which molten steel is poured in the manufacture of oil pumps and water pumps of various sizes. It also produces various other machines. It employs about 120 men.

No. 9 - (Letonarie). There are two large presses, seven meters long and one meter wide, and 0.30 and 0.50 m. high. These presses are used for bronze or aluminum, which is produced in pieces from 1 to 10 cm. in thickness. No. 8 and No. 9 form one building which is called M 3.

No. 10 - The place where scrap iron is stored. There are two elevated tracks about seven meters in height on which an electric locomotive is used for moving scrap iron from buildings No. 14, 15 and 16 to buildings No. 8 and 9 and vice versa. The capacity of the system is 10 tons.

No. 11 - Power station for the production of current exclusively for this factory. The current is 500 volts. There is also a shop for the repair of lathes, presses, et cetera. The employees number about 20 men.

No. 12 - Restaurant which accommodates the employees of the factory. Every Saturday they have Communist lectures here for the workers. These lectures are given by the Communist "responsibles" of the factory. Every Thursday the Party "responsibles" hold a private meeting.

No. 13 - (Strungarie). There are 40 lathes for turning out various parts of engines, oil pumps, water pumps, screws, tanks, et cetera. During the war there were machines of German type for the manufacture of bombs and cannon, but these were taken out by the Russians and sent to Russia via Rani in 1945.

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No. 17 - Three-story building which houses the accounting offices. About 150 Rumanian clerks are employed. No. 11, No. 12, No. 13, and No. 17 form one building called the munitions factory (Atelier Munitii).

No. 14 - (Ecalitrie).- Mill for transforming soft iron into hard. There are four crucibles and six furnaces.

No. 15 - (Polegoarie). Here there are various grinders where lathes, knives and various other machines are ground. It employs 180-200 men.

No. 16 - (Turnuri). Munitions factory. It has many machines (lathes, presses, et cetera, for the production of cannon. Until 1945 cannon with a barrel six meters in length were manufactured but now only closed boxes are brought from the building.

No. 18 - Four-story building which houses the pay office as well as the offices of the Communist "responsibles" of the factory. About 250 Rumanian clerks work in this building. No. 14, No. 15, No. 16 and No. 18 form one building called the cannon factory (Atelier Turnuri).

No. 19 - Factory baths. About five persons are employed here.

No. 20 - Garage with a capacity of five or six cars. Here automobiles are repaired, and about 80 men are employed.

No. 21 - First Aid Station. The personnel consists of one physician, four assistants, and one nurse.

No. 22 - Telephone exchange. Only one person is employed in each eight hour period.

No. 23 - School for mechanics. It is a two-story building. Every year about 300 to 350 students graduate from this course. Students are drawn from the workers of the factory. Only those who have reached the seventh grade of the elementary school are chosen. The course of study in this school lasts four years, and the graduates can enroll in the fifth grade of the Engineering School for higher studies.

No. 24 - (Strungurisi Constructia Nomi). There are 50 lathes for turning out various parts of machines. Employs 450 to 500 men.

No. 25 - A place where new iron is set in piles. An elevated track with an electric locomotive is used for moving these pieces of iron into building No. 26.

No. 26 - (Cazangerie) - Shop for the manufacture and repair of steel tanks for oil. About 400 men are employed in the manufacture of the parts of such tanks. The tanks are assembled in other shops elsewhere in Rumania. The capacity of the tanks manufactured here is from 10 to 8000 tons.

No. 27 - (Vaconaj). Shop for the repair of railroad cars. It employs about 30 engineers and 70 workmen.

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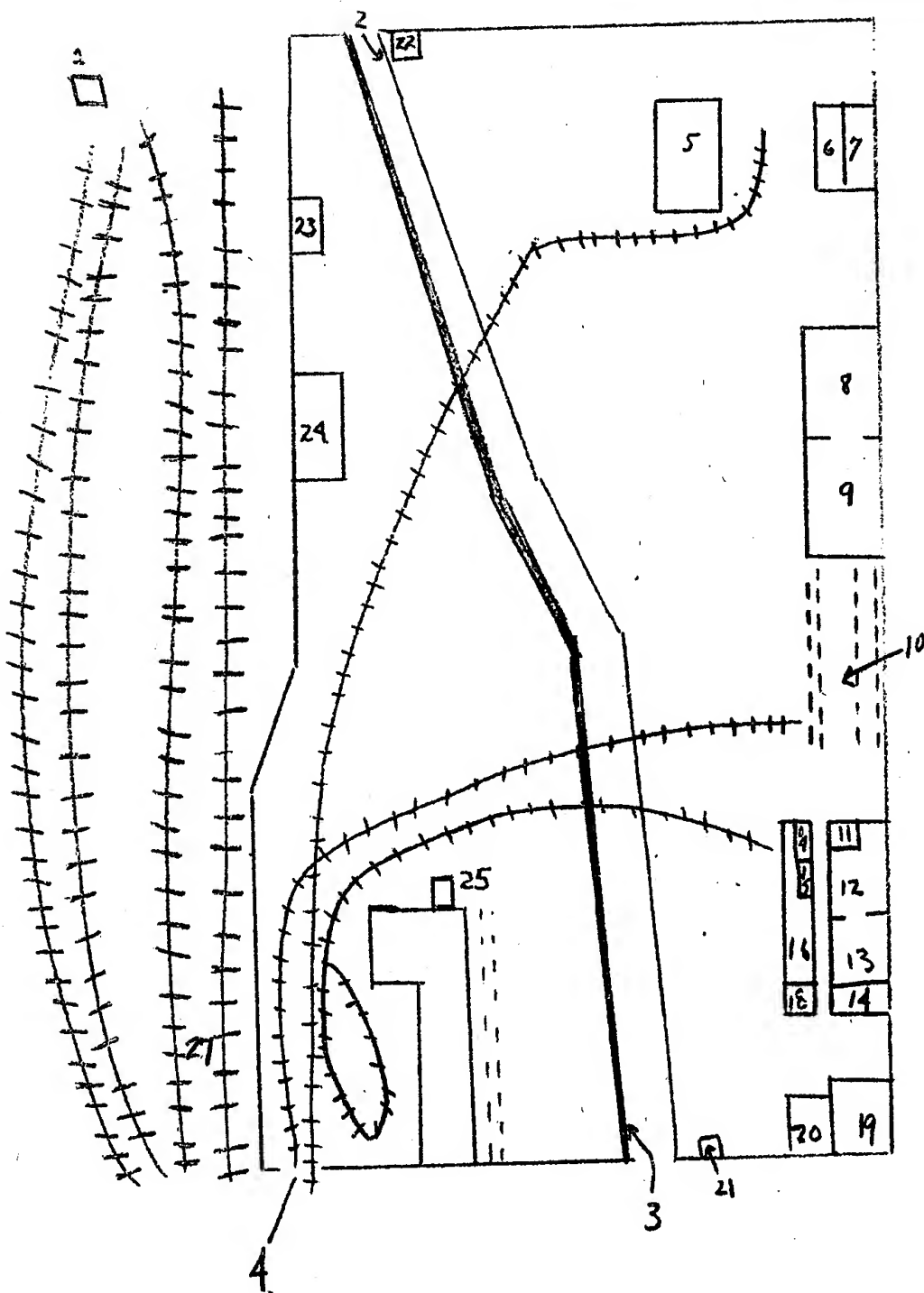
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Auto roads 3 —————
Wagon roads 2 —————
Railroad tracks + + + + +
Elevated tracks - - - - -

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